

DATE: August 28, 2022

TO: Mayor Andre Dickens, City of Atlanta
ATTN TO: Monique Forte, Planner III, City of Atlanta
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Star Metals DRI 3695

Submitting Local Government: City of Atlanta

Date Opened: August 4, 2022

Date Closed: August 28, 2022

Description: A DRI review of a proposal to construct a mixed-used development with 775 multi-family residential units, 50 hotel rooms, 200,000 SF of office space, and 80,000 SF of commercial/retail space on a 3.3 acre site off of Howell Mill Road at 11th Street in the City of Atlanta's Upper Westside District. The project will replace several existing one-story retail, restaurant, and light industrial buildings. The site is designated Region Core on ARC's Unified Growth Policy Map which anticipates the highest intensity development in the region.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Region Core growth management designation to the project site. This exemplary project is strongly aligned with Region Core policy recommendations which note: "The Region Core can handle the most intense development due to the amount of infrastructure already in place...this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options."

The project directly advances a broad range of regional planning policies related to walkable mixed-used development, multi-modal transportation access, and placemaking among others.

The project's use of an underground garage for part of the required parking enhances the urban fabric and allows for an active street level courtyard which directly advances placemaking and walkability policies.

The project's intensity is appropriate to its location in the city of Atlanta's Upper Westside and provides substantial new households to support existing and new businesses as well as retail, office, hotel, and commercial destinations for surrounding neighborhoods.

The project's reuse of a previously developed site with one story buildings and surface parking is strongly supportive of regional development goals.

While the project will generate a significant number of new vehicular trips, its mixed-use and walkable design as well as adjacency to bus transit stops and bike lanes offers realistic multi-modal alternatives to driving.

EV charging spaces and bike parking spaces will be provided according to City of Atlanta requirements; maximizing the number of both would be responsive to regional multi-modal transportation policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Region Core; Region Core policy recommendations are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The project is expected to generate a total of 7,516 daily new vehicular trips which drops to 4,127 after mixed-use and alternative mode reductions are applied. Some roadway improvements are proposed to mitigate this traffic impact. The use of the limited ROW in this urban location should prioritize pedestrian use over vehicular capacity.

There is an extensive sidewalk system in the larger area around the site while some of the site frontage has minimal or no sidewalk; new wide sidewalks will be provided along all of the project frontage. The site is also served by several MARTA bus routes with stops within a block on 10th Street and Brady Avenue. A bicycle route is also available on Brady Avenue, and another is planned for 10th Street.

A total of 900 structured parking spaces are proposed within an underground garage and in above-ground structured parking; bicycle parking and EV charging stations will be provided according to City of Atlanta

requirements. Additional bicycle parking spaces and EV charging facilities would strengthen the project's support for multi-modal transportation and sustainability policies.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resource Group Comments

ARC Natural Resource Group full comments are attached. There are no streams or watersheds affected by the project.

City of Atlanta Transportation and Planning Comments

Comments received from the City of Atlanta are attached and include the following:

recommend a 3-way stop and crosswalk at 11th street and Bellingrath Ave to provide pedestrian connectivity;

consolidate or relocate Driveways A and B, and C and D to provide a safer and more comfortable pedestrian experience;

install the recommended traffic signal at 11th St and Howell Mill Road and coordinate related crosswalks; and

coordinate project with Howell Mill Complete Streets Project (ATLDOT #1007).

Other Environmental Comments

The reuse of a previously developed site with one-story buildings and surface parking is strongly supportive of regional environmental policies.

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

The Atlanta Region's Plan Growth Policy Considerations: Region Core

This DRI site falls under the Region Core area designation which, is the major economic, cultural, and transportation hub of the entire Atlanta metro region. This area is the densest in terms of employment,

residential, and cultural offerings throughout the region, with the most developed transit service in the region.

The Region Core can handle the most intense development due to the amount of infrastructure already in place; however, this infrastructure may need improvements and enhancements due to its age and our region's changing lifestyle conditions. The lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers. The Region Core competes with other central city areas in the southeast. The region must work together to keep this area as competitive as possible to lure additional high paying jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

The intensity and land use of this project fully aligns with The Atlanta Region's Plan's recommendations for the Region Core. The project utilizes previously developed land for new higher-density office, retail, hotel and residential uses in a walkable and appealing setting. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to the needs and concerns of nearby local governments, neighborhoods, and natural systems.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF ATLANTA
FULTON COUNTY	UPPER WESTSIDE CID	MARTA

For any questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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DRI #3695

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta

Individual completing form: Monique Forte

Telephone: 470-279-1545

E-mail: mbforte@atlantaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Star Metals District

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1025 Howell Mill Road

Brief Description of Project: The proposed mixed-use development will be located on approximately 3.3 acres bound by the block between 11th Street to the north, Howell Mill Road to the west, Edgehill Avenue to the south and Bellingrath Avenue to the east. It will include approximately 775 residential units, 50 hotel/short term rental units, 200,000 SF of office, and 80,000 SF of ground floor retail.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): Approx. 775 residential units, 50 hotel rooms, 200,000 SF Office, 80,000 SF of ground floor retail.

Developer: The Allen Morris Company

Mailing Address: 121 Alhambra Plaza

Address 2: Suite 1600

City: Coral Gables State: FL Zip: 33134

Telephone: 305-443-1000

Email: StarMetalsDistrict@allenmorris.com

Is property owner different from developer/applicant? ☐ (not selected) ☐ Yes ☒ No

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)YesNo

If yes, provide the following information:

Project Name:

Project ID:

The initial action being requested of the local government for this project:

☒ Rezoning

☐ Variance

☐ Sewer

☐ Water

☐ Permit

☐ Other

Is this project a phase or part of a larger overall project?

(not selected)YesNo

If yes, what percent of the overall project does this project/phase represent?

n/a

Estimated Project Completion Dates:

This project/phase: 2027

Overall project: 2027

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Developments of Regional Impact

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DRI #3695

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta
Individual completing form: Monique Forte
Telephone: 470-279-1545
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Star Metals District
DRI ID Number: 3695
Developer/Applicant: The Allen Morris Company
Telephone: 305-443-1000
Email(s): StarMetalsDistrict@allenmorris.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$400M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1.3M

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc): Approx. 20,600 SF existing light industrial, 16,000 SF retail, 5,000 SF restaurant

Water Supply

Name of water supply City of Atlanta

provider for this site:

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.36 MGD

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected)

☒ Yes

☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?

☐ (not selected)

☐ Yes

☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site:

City of Atlanta

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.30 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected)

☒ Yes

☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?

☐ (not selected)

☐ Yes

☒ No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

Daily: 3,940 | AM: 302 | PM: 345

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected)

☒ Yes

☐ No

Are transportation improvements needed to serve this project?

☐ (not selected)

☒ Yes

☐ No

If yes, please describe below:

Please see Traffic Impact Study completed by Kimley-Horn.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

5175 tons

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected)

☒ Yes

☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected)

☐ Yes

☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the

85-90%

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Underground detention vault is contemplated to follow City of Atlanta standards.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?

(not selected)

Yes

No

2. Significant groundwater recharge areas?

(not selected)

Yes

No

3. Wetlands?

(not selected)

Yes

No

4. Protected mountains?

(not selected)

Yes

No

5. Protected river corridors?

(not selected)

Yes

No

6. Floodplains?

(not selected)

Yes

No

7. Historic resources?

(not selected)

Yes

No

8. Other environmentally sensitive resources?

(not selected)

Yes

No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #3695
DRI Title Star Metals District
County Fulton County
City (if applicable) Atlanta
Address / Location South of 11th Street, north of Edgehill Avenue, west of Bellingrath Avenue, and east of Howell Mill Road.

Proposed Development Type:

Mixed-use development with 775 multi-family residential units, 50 hotel rooms, 200,000 SF of office space, and 80,000 SF of commercial/retail space on a 3.3 acre site off of Howell Mill Road at 11th Street in the City of Atlanta's Upper Westside District. The project will replace several existing one-story retail, restaurant, and light industrial buildings. The site is designated Region Core on ARC's Unified Growth Policy Map which anticipates the highest intensity development in the region.

Build Out: 2027

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date August 16, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn
Date May 31, 2022

REGIONAL TRANSPORTATION PLAN PROJECTS

- 01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The traffic analysis provides a table of programmed projects under the Planning Context heading on page 7.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

REGIONAL NETWORKS

- 02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES *(identify the roadways and existing/proposed access points)*

[Click here to provide comments.](#)

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

[Click here to provide comments.](#)

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

- Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile
- Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)
- [Click here to provide comments.](#)
- Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route follows high volume and/or high speed streets
☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)
- Transit Connectivity ☐ Fixed route transit agency bus service available to rail station
☐ Private shuttle or circulator available to rail station
☐ No services available to rail station
☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) 12

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☒ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

The Brady Bike Lanes project is programmed for construction in fiscal year 2022, and will provide a bicycle lane from Howell Mill Road to Marietta Street, which will run by the project.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

MARTA

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER (*Please explain*)

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (*sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network*)
- ☐ PARTIAL (*some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct*)
- ☐ NO (*walking and bicycling facilities within the site are limited or nonexistent*)
- ☐ NOT APPLICABLE (*the nature of the development does not lend itself to internal walking and bicycling trips*)
- ☐ OTHER (*Please explain*)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None at this time.

STAR METALS DISTRICT DRI
City of Atlanta
Natural Resources Group Review Comments
August 2, 2022

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The project property is located in the Peachtree Creek Watershed, which in turn is within the Chattahoochee River Watershed. Peachtree Creek's confluence with the Chattahoochee River is downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake on the Chattahoochee.

Stream Buffers

Both the USGS coverage for the project area and the project site plan show no streams on the project property. Any unmapped streams on the property may be subject to the City buffer ordinance and any unmapped State waters identified on the property may be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

ATLDOT Comments (#3695 Star Metals District Preliminary Report)

Deadline: Friday, August 19th

Preliminary Report Comments

- Recommend a 3-way stop and crosswalk at 11th street and Bellingrath Ave to provide pedestrian connectivity. Especially since a residential tower is slated for that corner.
- Consolidate or relocate Driveways A and B, and C and D – min spacing from intersection is 100' as well as 200' min between driveways.
 - Maximum permitted number of driveway curb cuts for each development, subject to the provisions of section 16-25.002(3):
 - i. Developments with only one street frontage, which is less than 300 feet in length: One.
 - ii. Developments with only one street frontage, which is greater than or equal to 300 feet in length: Two, separated by a minimum distance of 200 linear feet.
 - iii. Developments with two street frontages: Two. One per street frontage or two curb cuts located on the lower classified street per Map Attachment B (Type 1 being the highest classification).
 - iv. Developments with three or more street frontages: One per street frontage. No more than one curb cut may be located on the highest classified street per Map Attachment B.
- Developer will be required to install the recommended traffic signal at 11th St and Howell Mill Rd to obtain permit approvals from City of Atlanta. While the no-build conditions are projected to be LOS F, the development worsens the LOS F delay by 70% in the AM and 130% in the PM peak. Please note to GRTA to include this condition in the NOD.
- With installation of the traffic signal at 11th Street, the 4th leg crosswalk should be stripped west of intersection.
- Coordinate with ATLDOT project manager for The Howell Mill Complete Streets Project (ATLDOT #1007), which is slated to start construction in early 2023, to align roadway improvements. Particularly, given the shifting/re-alignment of 11th Street intersection, should the proposed RRFB at the mid-block crossing be shifted further south?

TIS Comments

- Provide a copy of the GRTA LOU (ATLDOT did not receive). It is typical to use 2022 volumes instead of adjusting to pre-COVID volumes. LOUs typically require traffic methodology to be approved by the local government. Update section 2.3.
- Table 4 – Intersections 4 and 5 are under GDOT Jurisdiction.
- TIS may need updates to trip distribution and analyses results based on final layout of site plan driveways.
- Section 5.5 – do not report delays greater than the analysis period (15 minutes / 900 seconds). Reported delay for existing conditions AM peak hour eastbound approach of 8308.5 seconds per vehicle probably has some error. Submit Synchro reports and files for review. If the volume exceeds capacity – report the AM peak period delay with an asterisk and explanation. What is the PM peak existing eastbound delay?

GSWCC CERT. (LEVEL II)		-
DRAWN BY		CRG
DESIGNED BY		CRG
REVIEWED BY		BWS
DATE	2022-07-26	
PROJECT NO.	-	
TITLE		
<p style="text-align: center;">SITE PLAN</p>		
SHEET NUMBER		
<p style="text-align: center;">C2-00</p>		